

APPENDIX F

A CODE OF PRACTICE FOR NOISE LEVELS IN SHIPS

1. The revised Code of Practice for Noise Levels in ships was published in March 1990. Merchant Shipping Notice No. M.1415 advises shipowners, shipbuilders, ship managers and masters about the application of this Code.
2. Surveyors should make themselves familiar with the Code and Merchant Shipping Notice No. M.1415. Some additional points are mentioned below in order to assist surveyors to deal with any enquiries.
3. The Code takes the form of recommendations only and compliance with the Code will automatically ensure compliance with the requirements of various Merchant Shipping legislation's extracted at the end of the Code and other relevant legislation's (i.e. Ship's whistle as under the Merchant Shipping (Distress Signals and Prevention Collisions) Regulations 1989). Although the Code is in the nature of recommendations, non-compliance with the Code might breach existing Regulation, e.g. the sound of a ship's whistle should not exceed 110 dB(A) at listening posts, or noise levels in machinery spaces shall not exceed 110 dB(A) etc.
4. Various other requirements of Regulations need to be compiled with (i.e. designated refuge from noise, warning notice for high noise levels, availability of ear protectors etc.), notwithstanding the recommendatory nature of the Code, wherever the noise level requires such measures by Regulation.
5. Measurement of noise levels is the responsibility of the shipbuilder or shipowner, however under certain circumstance the MCA may consider it necessary for a surveyor to attend and witness noise measurements. The Engineering Section of MCA Headquarters should be contacted for further advice.
6. Regardless as to whether a surveyor from a District Marine Office has been involved in witnessing noise measurements or not, the noise survey report should be received and examined in the marine office dealing with the building of the vessel, on the appropriate file for each ship, and forwarded to the Engineering Section of MCA Headquarters with brief comments identifying areas of the ship where the Code is not complied with.
7. Surveyors should not get involved with the acoustic design of the ship prior to noise survey, neither should they indicate agreement that acoustic design features are acceptable. Surveyors may, should the builder and owner (and possibly unions) request their attendance in the case of non-compliance with the Code, discuss the problems with them and note their intended action. In all but very obvious cases it is unlikely that the surveyor, or the MCA, would have the expertise to offer solutions or to agree to remedial action. Surveyors are not to act

as arbiters in disputes. A brief report of any such meetings should be included with the noise survey report forwarded to the Engineering Section under 2.4 above.